In the specification:

Page 8, amend the paragraph in lines 2-7 as follows:

Figures ~~1~~1a, 1b and 2 show ~~two~~ embodiments of a pressure regulating valve in accordance with the present invention in a longitudinal cross-section, with ~~a~~ pressure regulating ~~valve~~valves in ~~Figure 1~~Figures 1a and 1b formed as a 3/2 pressure regulating valve with a falling pressure/flow characteristic line in a slider construction, with two different throttling devices, while Figure 2 shows a pressure regulating valve in a seat construction.

Page 9, amend the paragraph in lines 2-8 as follows:

A pressure regulating valve in accordance with the present invention is shown in ~~Figure 1~~Figures 1a and 1b and identified with reference numeral 10. It has a magnetic part 12 and a valve flange 14 which is connected to the latter. The magnetic part 12 includes a hollow-cylindrical coil 16, a sleeve-shaped coil core arranged in the interior of the coil 16, and a movably guided armature 20. The latter is arranged at the end side of the coil 16 which faces the valve flange 14 and overlaps it.

Amend the paragraph bridging pages 10 and 11 as follows:

The armature 20 moreover is provided with throughgoing openings 42 in the region between its outer diameter and the diameter of the central portion 38. One of such openings is shown ~~in Figure 1~~Figures 1a, 1b. The throughgoing openings 42 are distributed uniformly around the circumference of the armature and connect the part of the armature chamber 44 located about the armature 20 with its part located below. Identical conditions which are thereby provided in the both parts of the armature chamber 44 guarantee the undampened movement of the armature 20.

Page 12, amend the paragraph in lines 4-12 as follows:

The diaphragm element 52 separates the recess 50 in two pressure chambers 50a and 50b which are separated from one another and seals the magnetic part 20 relative to the valve part 14. For this purpose the diaphragm element 52 is ring-shaped and is mounted on its diameter in a slot 54 on the periphery of the piston 46. The outer diameter of the diaphragm element 52 is received in a groove 56 which is formed on the valve flange 14. It is fixed there by a holding ring ~~56~~58 which is clamped in the recess 50. The diaphragm element 52 has such dimensions that it can

B4 cont follow an axial movement of the piston 46 within the control of the coil 16.

Amend the paragraph bridging pages 12 and 13 as follows:

The hydraulic connections 61, 62, 64, of the pressure regulating valve 4 are formed on the valve flange 14. A not shown hydraulic consumer is connected with the connection 61, which in the preferable embodiment of the pressure regulating valve 10, is a following valve over a coupling. The connection 62 is connected with a not shown pressure generator and acts as a supply of the pressure regulating valve 10. The B5 connection 64 is connected with a not shown pressure medium supply container and acts as a return. Moreover, a contact connection 64 schematically shown in ~~Figure 1~~Figures 1a, 1b is provided between the connection 61 at the side of the consumer and a connection 60 at the end of the guiding opening 48 which is opposite to the magnetic part 12. The end surface of the piston 46 is loaded with a working pressure through the connection 60, to guarantee its abutment against the armature 20.

Page 14, amend the paragraph in lines 4-19 as follows:

B6 The passages 61b, 62b, and 64b of the pressure regulating

valve 10 through which the pressure medium flows are separated by a wall 72 from the pressure chamber 50a. However, a connecting opening 74 is provided in the valve 72 and couples the pressure chamber 50a hydraulically with the return passage 64b. Thereby the pressure chamber 50a is always filled with pressure medium. ~~A~~As shown in Figures 1a, a throttling device 76 is anchored in accordance with the present invention in the connecting opening 74. In the shown example it is integrated in a separate hat orifice. The hat orifice is pressed with its circumferential edge up to the abutment in the connecting opening 74. It has at least one~~not shown~~ orifice opening 81 at its part which covers the cross-section of the connecting opening 74 ~~with.~~ With dimensioning of the cross-section of the orifice opening by the material thickness of the ~~heat~~hat orifice, the latter can be formed in a simple way as an ideal orifice in accordance with a flow technique. The dampening characteristic of ideal orifices is preferably, in the temperature region under consideration, substantially independent from temperature changes.

Please amend the paragraph bridging pages 17 and 18 as follows:

It is to be understood that ~~on the rate of the embodiment of Figure~~ it is also possible to dispense with the connecting passage 74 with the

inserted throttling device 76, and to provide between the piston 46 and the wall of its guiding opening 48 in the region between the pressure chamber 5850a and the return passage 64b a gap 80 as the throttling device 76, as shown in Figure 1b. Regardless of this it is advantageous when the connecting passage 74 is formed as the throttle device 76 and therefore a separate hat orifice can be dispensed with. In order to exclude the temperature dependency of the throttling condition, the throttle device 76 can be formed so that in the throttle gap a turbulent stream is introduced. It is achieved with so-called ideal orifices, whose length/diameter ratio is maintained in a predetermined value. Furthermore, it is also proposed in the case of the formation of the throttling device 76 in the connecting passage 74, to design the gap between the piston 46 and its guiding opening 48 in the region between the pressure chamber 50a and the return passage 64b so that, a pressure medium leakage from the pressure chamber 50a via the gap is excluded. This is achieved through the absolute gap dimension and a correspondingly determined gap length.

Page 19 amend the paragraph in lines 1-12 as follows:

The valve flange 14 is formed as a synthetic plastic injection molded component, and a sleeve-shaped deep drawn part 90 locally is

surrounded by this synthetic plastic injection molded component. The deep drawn part 90 extends outwardly beyond the valve flange 14 and with its outwardly extending end locally engages the magnetic part 12. Moreover, a throughgoing passage 92 is provided on the deep drawn part 90 in the region of its portion which is surrounded by the valve flange 14. The throttling device ~~74~~76 in form of a hat orifice with at least one orifice opening which is not shown in Figure 2 is inserted in the throughgoing opening 92. The throttling device ~~17~~76 is located also in a connecting passage 74 of the valve flange 14, between the return passage 64b and the pressure chamber 50a which is limited by the diaphragm element 52.

Page 20, amend the paragraph in lines 9-20, as follows:

In the pressure regulating valve 10 of Figure 2 the armature 20 is voluminous. It is a rotation-symmetrical component, with collar 20a which covers the coil 16 at the end side. The collar ~~20~~20a extends in direction of the valve flange 14 into an armature plunger 20b, at whose end the closing member 88 is formed. The collar ~~20~~20a in direction of the magnetic part 12 transits into an armature dome 20c which is placed inside the coil 16. A blind-hole-shaped central opening 22 is formed in the armature dome 20c and receives the pin 24. The pin 24 on the one hand centers the spring 30

which returns the pressure regulating valve 10 to its base position and on the other hand provides the pin 24 with armature guidance, since the end extending beyond the armature 20 is inserted in the sliding bushing 26 of the plug 28 that closes the coil core 18.